

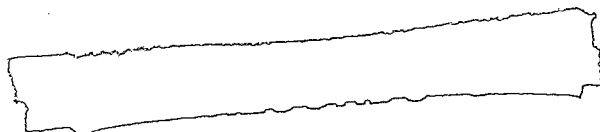
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IMAGERY
ANALYSIS
DIVISION

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT



PROBABLE TA-TUNG DIESEL ENGINE PLANT #616

TA-TUNG, CHINA

Declass Review by
NIMA/DOD



25X

25X

CIA/FIR 65113

DATE APR. 1900

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PAGES 7

GROUP 1
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PROBABLE TA-TUNG DIESEL ENGINE PLANT #616

A search for the Ta-tung Diesel Engine Plant #616 revealed only one plant that appears capable of such production. It is located 3.6 nm southwest of Ta-tung on the west bank of the Shih-li Ho at coordinates 40 02 30N - 113 12 20E, and consists of two large assembly buildings, a forge/foundry, two large machine shops, possible steam plant, heat processing buildings, and numerous miscellaneous support/storage facilities which are described and annotated in Table 1 and shown on Figure 2. All production buildings and most of the support/storage areas are served by rail spurs that connect the plant with the main railway line between Ta-tung and Tai-yuan. This plant and nearby industries and housing are shown in Figure 1. Power and steam are probably supplied by a large thermal power plant 0.5 nm north of the plant.

The following is a comparative analysis of the probable diesel engine plant depicting the expansion and activity of this facility from [REDACTED]

[REDACTED] During this period, no railcars or vehicles were observed within the plant and only in a few instances was smoke/vapor noted.

X1 a. [REDACTED]

This mission provided poor quality non-stereo photography of the plant. No indications of activity were noted. Several piles of material, possibly sand and coal, were observed near several heat-processing buildings (Items 11 and 12, Figure 2), and the steam plant (Item 10).

X1 b. [REDACTED]

This mission was also of poor quality and provided no evidences that the plant was in operation. There were no noticeable changes in the level of stored materials previously noted.

X1 c. [REDACTED]

Obliquity and haze precluded a detailed photo analysis; however, a wall (Item A, Figure 2) had been built along the eastern boundary of the plant and enclosed buildings 19 and 21 which were previously located outside of the plant proper.

X1 d. [REDACTED]

No smoke/vapor or vehicles were seen within the plant, although light activity could have been hidden by haze and obliquity.

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X1 e. [REDACTED]

No evidences of activity were apparent. A few probable crates were observed northeast of two shop buildings (Items 4 and 5).

X1 f. [REDACTED]

Construction of a small probable storage addition (Item B) to the forge/foundry (Item 3) had begun. The number of crates previously noted did not appear to change. There continued to be a lack of evidences of activity.

X1 g. [REDACTED]

The probable storage addition to the forge/foundry was complete and 18 to 20 crates were observed west of the two small shops (Items 4 and 5) near the northern boundary. No smoke/vapor was noted.

X1 h. [REDACTED]

Vapor was observed for the first time in the vicinity of the steam control building (Item 7). No other signs of activity were seen. Four or five crates were observed in the storage area previously noted.

X1 i. [REDACTED]

Heavy vapor was again observed at the steam control building. There appeared to be a general haze over buildings 1, 2, and 3, but the source of the probable smoke could not be determined. Twenty to twenty-five crates were observed in the northern storage area near buildings 4 and 5.

X1 j. [REDACTED]

No smoke or vapor was observed within the plant. Four buried tanks at the fuel blending station (Item 14) were uncovered since the last mission. Eighteen crates measuring approximately [REDACTED] and eleven much smaller crates were observed east of Item 4. Heavy vapor was observed from building no. 7; no other activity was noted.

X1 k. [REDACTED]

Uprights for a second probable storage addition (Item c) to the forge/foundry (Item 3) were in place. No smoke/vapor was apparent.

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1. [REDACTED]

An addition (Item D) to the northwest corner of building No. 1 was completed since [REDACTED]. This new section may be for storage; the rail line serving the main building enters near this addition. A second addition, a small support type building, was completed just west of the forge/foundry. There are approximately fifteen crates north of building No. 5 and there may be other materials stored east of the fuel-blending station.

m. [REDACTED] (Figure 2).

There was no significant change in plant facilities. There continued to be an absence of smoke or vapor from the production buildings and the number of crates observed in the storage area north of building No. 5 increased from fifteen to twenty-five.

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FIGURE 1



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PROBABLE TA-TUNG DIESEL ENGINE PLANT #616

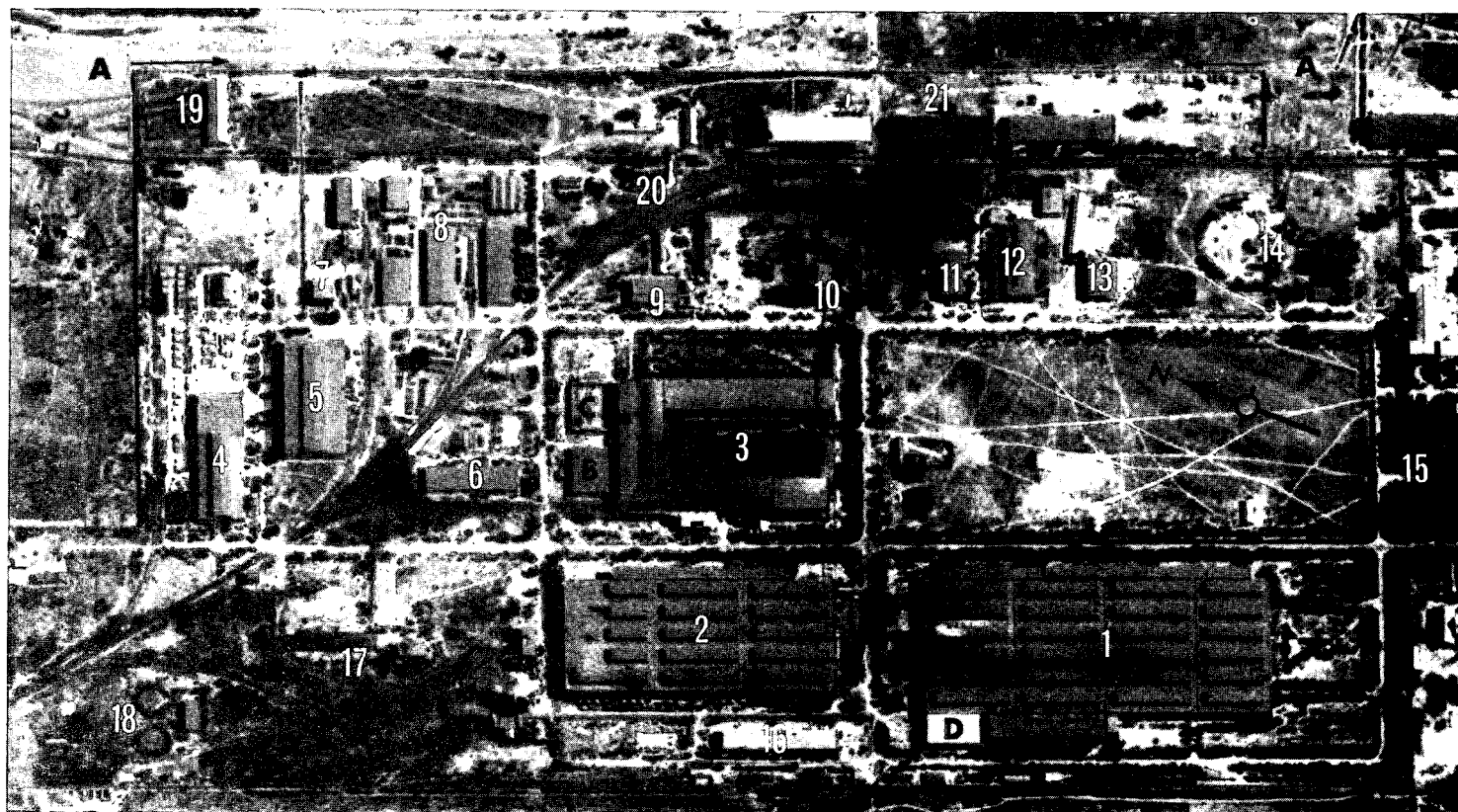


TABLE 1

DESCRIPTION/FUNCTIONS OF PLANT FACILITIES

- | | |
|-------------------------------------|--|
| 1. Fabrication | 12. Shop with possible heat processing section |
| 2. Fabrication | 13. Workshop |
| 3. Forge-foundry | 14. Fuel-blending station with possible engine test building |
| 4. Workshop | 15. Administration |
| 5. Workshop | 16. Storage/support |
| 6. Support/storage | 17. U/I support |
| 7. Steam control | 18. Probable buried oil storage |
| 8. Storage complex | 19. Storage/support |
| 9. Probable air compressor building | 20. Water stand-pipe |
| 10. Probable steam plant | 21. Storage complex |
| 11. U/I heat processing | |

A-E. Additions since

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(continued)

MAPS AND CHARTS

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Scale 1:200,000 (SECRET)

REQUIREMENT

C-RR5-83,186

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